

## GREAT INTEREST IN PUBLIC CAMP SITES

Many Cities and Towns Take Unusual Care of Touring Motorists.

The recent remarkable increase in the volume of motor camping has served to call attention to certain features of this interesting subject that have not hitherto received sufficient attention, at least in the Eastern States. One of these relates to the establishment of municipal camping sites for the comfort and convenience of campers. Several years ago, when the camping idea was in its infancy, the pioneers of this new phase of motor touring were forced to find their own camp sites, in most instances pitching their tents wherever night overtook them and giving but little heed to the condition of the site selected, except to assure themselves that it was reasonably high and dry.

As time went on, however, and the number of camping motorists increased by leaps and bounds certain enterprising communities in the Western States began to realize the commercial possibilities of this new form of motor traffic and decided that it would be to the advantage of all concerned if they were to provide suitable camping grounds immediately adjacent to the business centers of the various towns. Reasoning on the principle that every touring party is obliged to spend a certain amount of money somewhere for gasoline, oil, tires, repairs, food, clothing and amusement, it did not take some of the local chambers of commerce long to decide that the towns that provided most for the comfort and convenience of their transient guests were bound to secure the greatest volume of their trade.

Once started, the idea spread with amazing rapidity, and it was not long before those interested beheld the illuminating spectacle of town vying with town and city with city in a determined effort to provide the best possible accommodations on the theory that well equipped camp sites would induce a certain number of motorists to tarry awhile to enjoy them. Scattered throughout the vast region west of the Mississippi River are thousands of small towns which could not possibly support a first-class hotel and maintain it as a paying investment, but which are, nevertheless, able to provide suitable camping grounds and thus make a strong bid for their share of the tourist patronage that formerly escaped them altogether.

The fundamentals of any camp site are a well shaded plot of high and level ground, properly drained, several acres in size, with pure water and firewood close at hand and also some form of outdoor oven or grate to make cooking as simple and convenient as possible. Little more than this was provided in the earliest camps, but as time went on and competition between the various communities became keener and keener the list of conveniences became more voluminous. Buildings were erected to serve as rest rooms and for shelter during storms; general stores and laundries were installed in many places, cooking was simplified through the use of cook stoves, gas plates and even electric stoves, cleanliness was encouraged through the installation of running water, bath tubs, shower baths and swimming pools, health was insured by the erection of tent floors, toilets and incinerators for garbage and refuse, and electric lights were provided for

safety's sake, while many of the comforts and even luxuries of home life were approximated as far as possible by providing telephones, electric irons, wash machines, tables and benches, dining pavilions, filling stations, accessory stores, information booths and free road maps.

Several months ago the demand for information relative to the location and equipment of municipal and other camping grounds became so pronounced that the American Automobile Association decided to gather information concerning them. With characteristic thoroughness this well known organization of motor car owners sent out a veritable flood of questionnaires to automobile clubs, chambers of commerce, highway associations and other similar bodies requesting full details concerning the location and facilities provided at the various camp sites in all sections of the country. Very recently the results of this investigation were published in the form of a 100 page booklet entitled the "Official Camping and Camp Site Manual," which contains not only a useful summary of the fundamentals of motor camping, but also a complete description of more than 1,000 camp sites.

A perusal of this exhaustive analysis shows a great many interesting things not previously known. For instance, the State of California leads all others in the number of its camping places with a total of 155. Montana is a poor second, having only 72, while South Dakota follows closely with 69. Fourth in the list is Washington with 46 camp sites; then comes Oregon. This latter State contains forty camping grounds, exceeding by two only the quotas of both Minnesota and North Dakota, and by four that of Michigan. No camp sites whatever are recorded for several of the States, such as Arkansas, Delaware, Maryland, Mississippi, South Carolina and West Virginia, though these are being taken to organize some in preparation for the 1922 touring season.

When considering the distribution of camping grounds the feature which will probably be of most value to the average tourist is that relating to their frequency along the main lines of interstate traffic. Those transcontinental highways that seem to have progressed furthest in this respect are the Yellowstone Trail, the National Parks Highway and the Pike's Peak, Ocean-to-Ocean Highway. These three important routes are practically on a par one with another, because each of them now possesses almost an even 100 camp sites. Moreover, the average distance between these sites is only about twenty-five or thirty miles, thus insuring satisfactory camping privileges at frequent intervals practically all the way from the Mississippi River to the Pacific coast. Although not strictly speaking a transcontinental route, the Custer Battlefield Highway is, nevertheless, worthy of mention in this connection, inasmuch as it possesses no less than eighty-two camp sites, located at very short intervals along a route that extends only from Omaha to Glacier National Park. Among the main north and south highways the leaders in this respect are the Pacific Highway and the Jefferson Highway, with 61 and 60 camp sites respectively; then comes the Meridian Highway with 46. The National Park-to-Park Highway, which, as its name implies, is a circuit tour comprising practically all of the national parks, is likewise liberally supplied with camping grounds.

All these figures are illuminating, but without doubt the most striking result of the entire investigation lies in the demonstration that more than 90 per cent. of the existing camp sites are located west of the Mississippi River. In other words, it is evident at a glance that what has come to be regarded as a well established institution in the West is almost an unknown quantity in the Eastern States. To those motorists who have fallen into the habit of expecting

to find camping accommodations almost everywhere throughout the western part of the country it will come as a distinct shock to learn that such populous and wealthy States as New York, Massachusetts and New Jersey are practically devoid of organized camping grounds at the present time. An exhaustive investigation discloses the surprising fact that in all New England there are but thirty-five municipal and private camp sites, of which 21 of them are in Connecticut. New Jersey is even worse off in this respect, with only one, while New York is in much the same category so far as municipal camping grounds are concerned, but fortunately for those who tour through the State preserves in the Adirondacks and the Catskills, the New York State Conservation Commission has recognized the necessity for providing camping facilities in these semi-public preserves and has accordingly installed fireplaces to the total of 56 in the Adirondacks and 12 in the Catskills.

From the above it is obvious that Westerners who tour through the East this coming summer must be prepared in advance to expect a dearth of camping places, at least the kind to which they have become accustomed in their travels throughout the West. In most cases they will be forced to find their own camping places instead of relying on those which have been prepared in advance for their reception. To the average camper this will not be any real hardship, only an annoyance, but the lack of facilities of this kind is bound to have a reaction by tending to discourage motoring through the East by those who have already become confirmed campers. Obviously the remedy is to establish many more camp sites just as rapidly as possible, and there is no doubt that automobile clubs and chambers of commerce in the Eastern States will sooner or later realize the necessity that now exists and take steps to provide the needed camping facilities.

### R. & V. MOTOR CO. HAS RECORD MONTH

My business with the R. & V. Motor Company of East Moline, Ill., manufacturers of the R. & V. Knight, has been the largest in the history of the R. & V. organization, according to J. M. Ryan, local representative of the company, and he states that field reports now indicated that June will surpass even this remarkable record for May. The R. & V. Motor Company was one of the four manufacturers in the country who in 1921 had sales in excess of those of 1920, and its 1921 sales were twice those of 1919. The sales so far this year are far ahead of the record for the corresponding period of 1921. Mr. Ryan says, and this is the biggest selling season the company has had in all of its 18 years of operation.

It has been necessary for the company to materially increase its production schedules, and there already has developed a shortage of cars which probably will not be relieved for several weeks.

### BANKS SELLS MAXWELL IN WESTCHESTER CO.

George B. Banks, Inc., of New Rochelle has just acquired the Good Maxwell franchise for New Rochelle and vicinity. This organization is considered one of the most wideawake in Westchester county.

Harry J. De Bear, president and general manager of the Maxwell-Chalmers Distributing Corporation of New York city, in commenting upon the appointment, said: "We feel just as fortunate in securing this organization to represent our good product as Mr. Banks feels in securing our franchise."

## Trunk Lines to Boston



The bureau of tours of the Automobile Club of America gives a resume of road conditions over the three trunk lines between New York and Boston.

Seventy-five per cent. of the motorists coming from the Southern and Middle States south of the Old National Trail on their way to lower New England use one of the three trunk lines from New York, namely, the Shore road, the Boston Post road or the air line route, as all three of them are the natural gateways to lower New England.

Route No. 1, which will soon be marked from the Byram bridge crossing the States of Connecticut and Rhode Island to Boston, goes from New York to New Rochelle, then over the Boston Post road through Mamaroneck, Tarrytown, Port Chester, crossing the Connecticut State line at the Byram bridge and on through Greenwich, Stamford, Norwalk and Bridgeport to New Haven. The shore road leaves the Boston Post road at New Haven and continues along the shore through Branford, Guilford, Saybrook, crossing the bridge over the Connecticut River to Lyme, then over the Thames River to Groton and the route continues through Mystic, Stonington, Westerly and Charlestown to Wakefield. There are branch roads at Wakefield—one follows the shore route through Narragansett Pier, Saugerties and Wickford; the other is the direct road over the Tower Hill to Wickford. Motorists going to Newport by ferry should go through Narragansett Pier to Saugerties.

From Wickford the route continues on through East Greenwich to Providence and from Providence to Boston. Road conditions are as follows: There is construction work through the main street of Port Chester where a fair detour, if provided, there is also a section under construction at Stamford, Norwalk and both sides of the Washington Bridge between Stratford and Devon. From Milford on route No. 1 to Westerly good road conditions will be found. There is a rough stretch between Westerly and Wakefield at Charlestown. Balance good to Boston. There is a half mile stretch in Boston on Washington street, under construction and when finished motorists will be able to use Washington street, which is in good condition to the Forest Hills station, there turning into the Park System.

Route No. 2, which starts at New Haven, is now in good condition through Meriden to Hartford and also open from Hartford, Springfield and Worcester to Boston. There is construction work at Worcester.

Route 3, known as the Air Line, starts at New York, going north through White Plains, Bedford, Ridgefield, Danbury, Newtown, Southbury to Waterbury, crossing the Naugatuck Valley, then over Southington Mountain into Quinipack Valley, turning north at Middlebury to the valley, then through Southington-Plainville and Farmington to Hartford, where the Connecticut River is crossed to East Hartford, going through Manchester, Manchester Green, Bolton Notch and Andover to Willimantic, then east through North Windham to Danielson, turning north to Putnam and again east through Farmington to Providence, where route 1 is joined, for Boston. There is no construction work on route 3 from New York to Waterbury and it is in good condition except Central avenue, between New York city and White Plains, which can be avoided by going through Grand Concourse and new Bronx Parkway to Mount Vernon and running from Mount Vernon to White Plains via the White Plains Post Road. From Waterbury to Hartford the route is in excellent condition, except a stretch over Southington Mountain, which is soon to go under construction and a concrete road will be laid and kept open during construction, so there will be no inconvenience to motorists. The road is also good from Hartford through Willimantic to North Windham, where there are alternate routes to Putnam; one is the old way via Phoenixville and Pomfret; the other is, just beyond North Windham, turn right and run to Danielson and then go north to Putnam. There is soon to be a direct route from Danielson to Providence, which will avoid Putnam. From Putnam on to Providence, with the exception of a few short wavy stretches, the road is in good condition. In fact, route 3 at the present time is the shortest, with the most percentage of good road and considerably less neglected of all three routes.

## BUICK COUPE MAKES NEW INTERCITY RECORD

After one of the most thrilling motor car trips ever made between San Francisco and Portland, Mrs. Z. Kathleen Ayers, of San Francisco, Cal., was officially checked-in with her 1922 Buick four-cylinder coupe, after having made the fastest time ever recorded for an

automobile in this famous intercity run. Mrs. Ayers drove the Buick the greater part of the 725 miles, only occasionally being relieved by the official representative who was detailed by the Howard Automobile Company to act as her escort.

The total time consumed in making the intercity dash, including the thirty-five minutes necessary to cross San Francisco Bay to Oakland, was 22 hours

43 minutes. This is a new mark for this trip, so far as Western Union records show, beating the best previous time made by automobile 3 hours and 8 minutes, as the former record was 25 hours 51 minutes, while the fastest schedule of the Southern Pacific Company's express train is 28 hours 30 minutes. The four-cylinder Buick coupe now holds the time mark over rail as well as highway competitors.

**Velie**

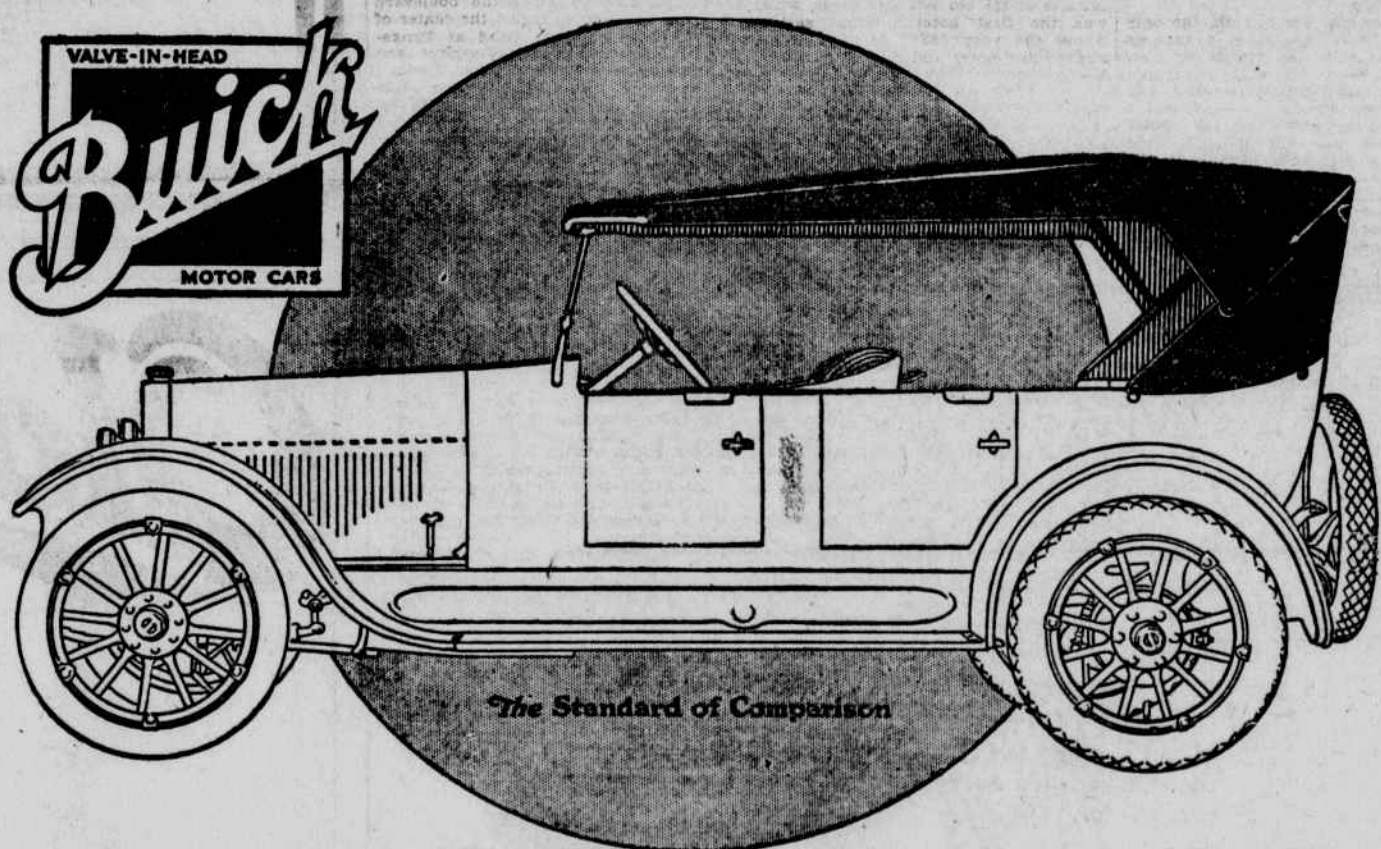
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